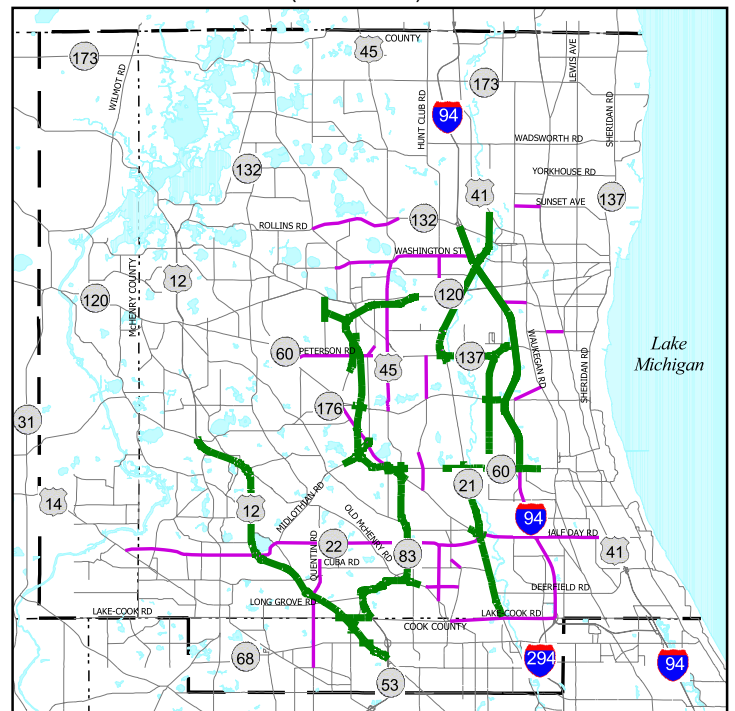


NEWS  
NEWS  
**NEWS**

## SUMMER 2000

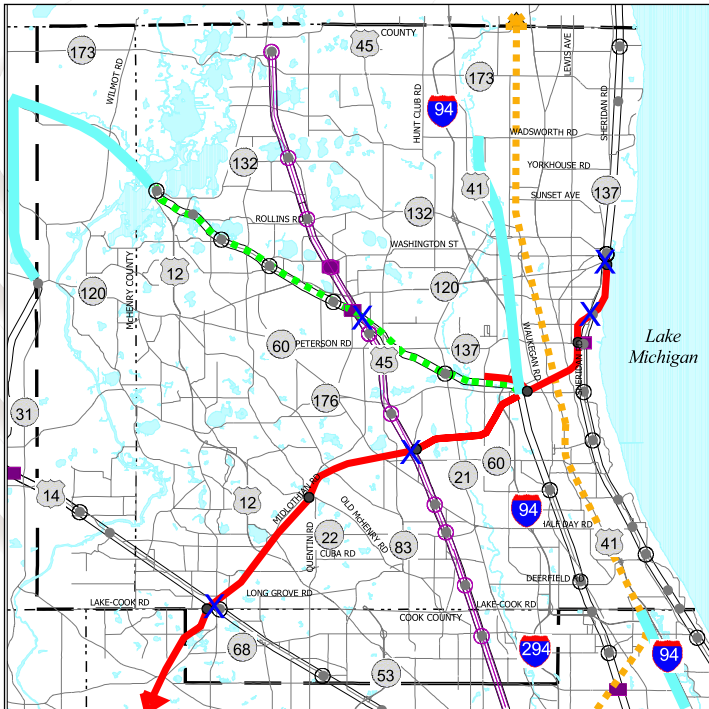
The finalist roadway alternatives were selected from an initial set of nine alternatives that were developed in the summer of 1999, using state-of-the-art technical tools and extensive public involvement. The alternatives were developed to address the most heavily traveled corridors and respond to Lake County's top priority-congestion relief.

**FIGURE 2.** IL 83/US 45 (WITH US 12) SET OF IMPROVEMENTS



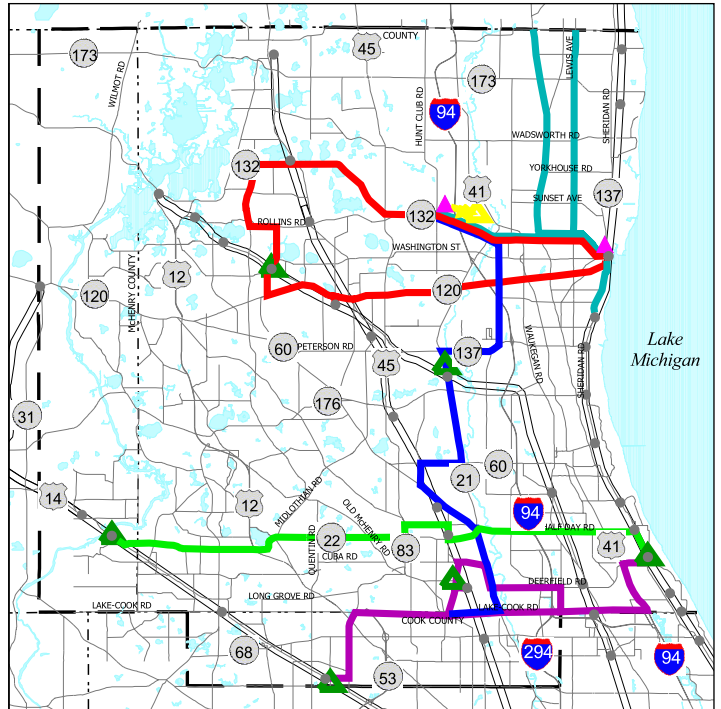
Route	Improvement
IL 83	WIDEN FROM 4 TO 6-LANES
(IL60/US45 BYPASS)	NEW 4-LANE ARTERIAL
I-94	WIDEN FROM 6 TO 8-LANES
IL21	WIDEN FROM 4 TO 6-LANES
(IL60)	WIDEN FROM 4 TO 6-LANES
(ST. MARY'S ROAD)	WIDEN FROM 2 TO 4-LANES
(IL137)	WIDEN FROM 4 TO 6-LANES
US12	WIDEN FROM 4 TO 6-LANES
IL120 (NEW ALIGNMENT)	NEW 4-LANE ARTERIAL

**FIGURE 3. POTENTIAL RAIL IMPROVEMENTS**



**ALL FIGURES:**  Study Area Boundary  County Boundary

**FIGURE 4. POTENTIAL BUS ROUTES AND TRANSPORTATION CENTERS**



## Refinements

After the initial nine alternatives were developed, refinements were made to avoid or minimize impacts and add detail. One of the key refinements was the consideration of bypass routes in Libertyville, Mundelein, and Grayslake. The LCTIP investigated ways to improve the badly congested IL 21, US 45, and IL 120 corridors that would minimize impacts to homes and businesses. For IL 21 in Libertyville, a bypass to the east was selected using IL 60, St. Mary's Road and IL 137; for US 45 in Mundelein, a bypass to the west was selected using the IL 53 extension corridor, and for IL 120 in Grayslake, a bypass to the south was selected.

## Alternatives Evaluation

After the refinements were complete, the alternatives were then evaluated on the basis of how each would reduce congestion, reduce traffic on local streets and improve travel times. The IL 53 (Freeway/Tollway) and IL 83/US 45 (with US 12) sets of improvements were the top two alternatives in terms of transportation benefits.

### What Are the Next Steps?

During the summer and fall, the finalist alternatives will be further refined to add engineering and environmental detail, and then evaluated. The LCTIP's technical work and public input will be summarized in a draft Environmental Impact Statement, which will be followed by a Public Hearing.

## Public Involvement

Public involvement is an important part of the LCTIP, with input being sought through our project office in Mundelein, our Web Site ([www.lakecountytip.com](http://www.lakecountytip.com)), presentations to nearly 100 organizations and communities, project newsletters, advisory groups, and public informational meetings. Participation and support for this planning process has been strong, as evidenced by the nearly 4,000 comments received at our May 2000 public informational meetings. The following summarizes the major themes from that event.

### A MAJORITY OF COMMENTERS SUPPORT THE IL 53 SET OF IMPROVEMENTS.

The majority of comments centered on the IL 53 set of improvements. By a margin of 4:1, people expressed their support for the extension of IL 53.

Set of Roadway Improvements	Percent
Support IL 53 Freeway/Tollway	79%
Oppose IL 53 Freeway/Tollway	19%
Support IL 83/US 45 (with US 12)	Less than 1%
Oppose IL 83/US 45 (with US 12)	1.5%

### WOULD THE FINALIST ALTERNATIVES ONLY CAUSE MORE GROWTH?

The LCTIP roadway options would add less than 4% to Lake County's total 2020 population. The most important issue is the other 96% that will be here regardless. The County's population has jumped from 516,000 in 1990 to nearly 620,000 today, and is expected to be around 800,000 by the year 2020 regardless of any major roadway improvements. Congestion is widespread already, and major improvements to the highway system are needed just to keep the County out of gridlock.

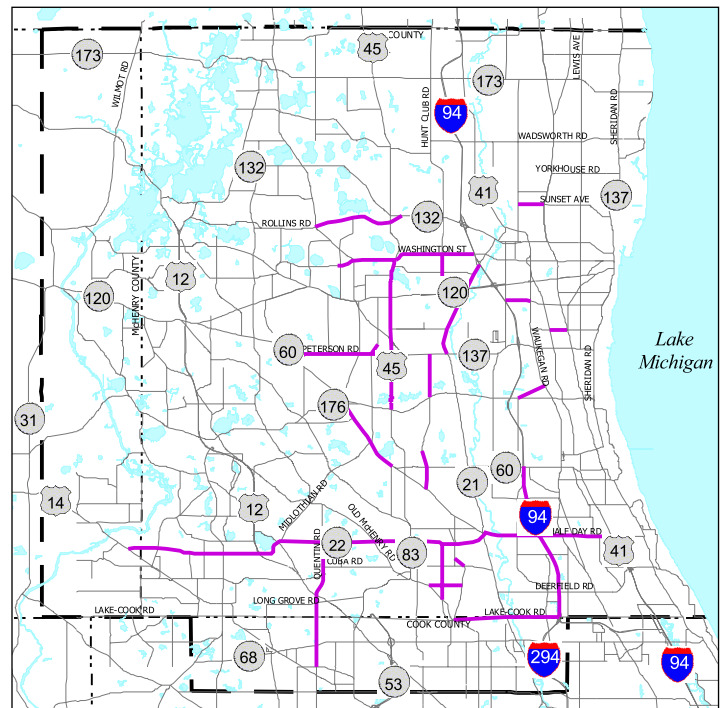
### WOULD IMPROVING EXISTING ROADS HAVE FEWER IMPACTS?

Not necessarily. The LCTIP has implemented measures to avoid or minimize impacts for all alternatives and found that the impacts were comparable. The potential impacts associated with improving existing roads is well known as evidenced by bypasses being considered as part of other studies in Lake Zurich, Barrington, and Millburn.

### WHAT IS BEING DONE TO IMPROVE EXISTING ROADS?

Based on input from transportation providers, the LCTIP identified those improvements anticipated to be built regardless of the outcome of our study (see Figure 5). These include improvements to IL 22, Lake Cook Road, Pulaski Road, Martin Luther King Drive, Midlothian Road, Weiland Road, Butterfield Road, I-94, Sunset Avenue, Bradley Road, Buffalo Grove Road, US 45, Peterson Road, Hunt Club Road, Rollins Road, Quentin Road, IL 21, and IL 83/IL 60. Over half of these improvements are funded for construction in the next five years. Other projects, such as intersection improvements and signal synchronization, will also continue regardless of our study. With all these improvements in place, congestion will double by 2020. Additional improvements are needed to keep Lake County out of gridlock.

**FIGURE 5. PROJECT BASELINE**



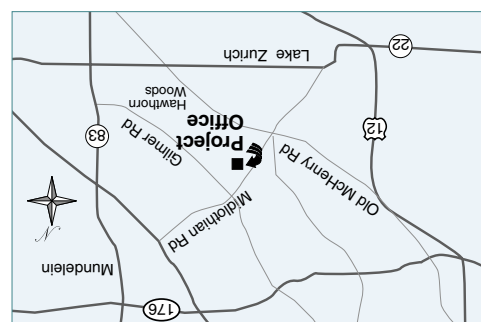
# Lake County

## TRANSPORTATION IMPROVEMENT Project...

### IN THIS ISSUE:

- Finalist Roadway and Transit Recommendations
- Spring 2000 Public Meeting Summary
- Next Steps

...addressing Lake County's gridlock



Hours: 8:00 am to 4:00 pm Monday-Friday

847.438.3442

(located in Midlothian Center)  
25663 Hillview Court, Mundelein, IL 60060

**LAKE COUNTY TRANSPORTATION  
IMPROVEMENT PROJECT**

Please contact/visit the project office.

FOR FURTHER INFORMATION

PRSR1 STD  
U.S. POSTAGE  
PAID  
PERMIT NO. 437  
MUNDELEIN, IL